Listing of the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1-11. (Canceled).

12. (Previously Presented) A method for triggering an occupant protection device in a vehicle, comprising:

detecting a first measured variable while simultaneously generating a corresponding first signal for indicating a necessity for triggering the occupant protection device;

detecting an acceleration value in a z direction while simultaneously generating a corresponding second signal, wherein the z direction is a vertical direction;

calculating a trigger signal for triggering the occupant protection device as a function of the first signal and the second signal; and

triggering the occupant protection device as a function of the calculated trigger signal, wherein the trigger signal will not cause the triggering of the occupant protection device unless the value in the z direction is below a threshold.

13. (Previously Presented) The method as recited in Claim 12, wherein the first measure variable includes at least one of an acceleration value in an x direction, an acceleration value in a y direction, and a measured variable that describes at least one of an area ahead of the vehicle and a vehicle surroundings.

14. (Previously Presented) The method as recited in Claim 12, further comprising:

performing a first detecting of an acceleration value in at least one of an x direction and a y direction;

performing a second detecting of at least one of an area ahead of the vehicle and a vehicle surroundings;

simultaneously with at least one of the first detecting and the second detecting, simultaneously generating a third signal that is incorporated into the calculating of the trigger signal.

15. (Previously Presented) The method as recited in Claim 14, wherein:

the detecting of the first measured variable is performed by an acceleration sensor; and

the detecting of at least one of the area ahead of the vehicle and the vehicle surroundings are accomplished by one of a radar sensor, a lidar sensor, a video sensor, and an ultrasonic sensor.

16. (Previously Presented) The method as recited in Claim 12, wherein:

the occupant protection device includes at least one of an airbag, an electrically operable side window, a sunroof, a seat, and one of a reversible seat belt tensioner and a pyrotechnical seat belt tensioners, and

the airbag includes at least one of a driver airbag, a passenger airbag, a side airbag, a head airbag, a knee airbag, and a window airbag.

17. (Previously Presented) The method as recited in Claim 12, further comprising:

reducing a level of the first signal in the calculating of the trigger signal as a function of at least one of the second signal and a vehicle model.

18. (Previously Presented) The method as recited in Claim17, wherein one of:

only level peaks of the first signal are reduced as a function of the second signal, and

the level of the first signal is reduced by a predefined value as a function of a level of the second signal.

19. (Previously Presented) The method as recited in Claim 12, further comprising:

raising a trigger threshold for triggering the occupant protection device in the calculating of the trigger signal as a function of the second signal.

20. (Previously Presented) The method as recited in Claim 12, wherein one of a raising of a trigger threshold and a lowering of a level of the first signal is carried out in a calculating of the trigger signal as a function of one of a characteristic-velocity of the vehicle and a relative velocity of the vehicle with respect to an obstacle.

21. (Previously Presented) A device for triggering an occupant protection device in a vehicle, comprising:

a first detection device for detecting a first measured variable and for simultaneously generating a corresponding first signal for indicating a necessity for triggering the occupant protection device;

a second detection device for detecting an acceleration value in a z direction and for simultaneously generating a corresponding second signal, wherein the z direction is a vertical direction;

a calculation device for calculating a trigger signal for triggering at least one occupant protection device as a function of the first signal and the second signal; and

a trigger device for triggering the occupant protection device as a function of the calculated trigger signal, wherein the trigger signal will not cause the triggering of the occupant protection device unless the value in the z direction is below a threshold.

22. (Previously Presented) The device as recited in Claim 21, further comprising:

a device for:

detecting a measured variable describing at least one of an area ahead of the vehicle and a vehicle surroundings, and

detecting at least one of an acceleration value in an x direction and an acceleration value in a y direction.